THE BUMBLE BEE

Vol. 1, No. 12

OCTOBER, 1945

Columbia River Packers Association, Inc., Astoria, Oregon

EDITORIAL

A "Fish" in the hand

We believe that the persistent efforts of the fishing industry to educate the public in the "Fish versus Dams" case, is beginning to bear some fruit. There are some signs evident that the past blind endorsement of every Columbia River dam project by Oregon business and farmers is going to be replaced by a more intelligent outlook.

These Columbia River dams are built with public money. They are supposed to pay out with benefits emanating from three sources: sales of hydro-electric power; sale of reclaimed lands and water to keep these lands fertile; lower freight rates realized from cheap water transportation.

The industry has shown that there was a large surplus of hydro-electric power that could not be sold even during the war industry boom in this area, and that this surplus will be more than doubled by the end of this year. If has also shown that if the full power potentials of present dams were activated that there would be a surplus of power equal to peak load used in the Pacific Northwest during the heighth of the war boom. In other words these projected dams have no market at all for their power and liquidation of the cost of dams already constructed will be very difficult.

Farmers Hit

As to reclaimed lands, farmers are beginning to realize that every acre of reclaimed land put into use by projects of this type devaluates their own land, and that the products from this reclaimed land are put into the market in competition with what they themselves raise. We know that the arable lands, subject to cultivation at the present time, can raise more agricultural products than can be sold profitably, and that it has taken government purchasing, government subsidies, and government price peggings to enable the farmer to make a reasonable profit. Every new acre put into production will just add to this surplus, further reduce the value of farm products, and call for more subsidies. This is particularly true of these government land projects where the land owners have to be assisted and regulated by the government in order to exist. There are a million acres in the Grand Coulee project which have never been reclaimed. Why not develop this project, if anyone thinks we need more farm land, and see how it works out, before starting more big projects of extremely doubtful value.

No Justification

As to lower freight rates, an examination of the facts reveal that if every ton of products manufactured or grown in the Columbia River basin would be shipped out by water (a fantastic impossibility) the savings wouldn't pay the interest or any where near the interest, on the seven dams needed to complete the Columbia navigation project.

In other words there is absolutely no justification for the construction of these dams in the forseeable future. They would just be an added burden on the taxpayer and the only real benefits would accrue to a few firms that might engage in navigation enterprises.

Fishery Value

On the other hand we have the commercial fishing industry on the Columbia River which is doomed to extinction if more dams are built. This industry has brought from eight to ten million dollars a year into the state for the past three quarters of a century. It is still continuing to produce but the limits to which it can offset losses occassioned through the reduction of spawning grounds and the killing of small salmon fry in turbines of power projects has been reached. This industry production has been sold outside of Oregon and the returning money is new money that has gone as wages and supply purchases to build up the economy of the state.

We believe that it will not be long before the public in this area realizes the foolishness of sacrificing this industry for dams which have no present economic justification. When and if the time comes that there does exist a demand for more power, more land, and other benefits that might accrue from such a program, the fishing industry realizes it cannot stand in the way of major progress.

We sincerely believe however, that the old adage about keeping the "bird (fish) in hand" is applicable in the present case.

Averaging about ten pounds in weight these fine salmon are caught in the ocean and rivers of Oregon. CRPA freezes them and slices them into steaks, ready for the market.

THE BUMBLE BEE

Published periodically by the Columbia River Packers Association, Inc., Astoria, Oregon, for employees and fishermen.

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Elmore Salmon.....P. J. Burke, Sn.
Cold Storage.....Dorothy Peterson
Shipyards.....Lura Skyles
Boatyard and Launches.....Johan Peterson
Scandinavian.....John North
Geo. & Barker.....Peter Welch
Occident.....Albert Paldanius
Alaska Office.....Herman Geissel
Machine Shop.....Tom Wooton

STATION REPORTERS

Reedsport.....Melvin Jensen
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Waldport.....Jack Marincovich
Newport.....Velda Uffelman
Depoe Bay.....Lois Edwards
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Eagle Cliff.....George Johnson
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St. Helens.....Oscar Gerard
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Altoona.....Laura Hendrickson
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Ilwaco.....Wayne Suomela
Westport, Wn......Bill Loomis
Bay Center.....Carl Rozine

STAFF PHOTOGRAPHER...Ned Thorndike

LATE FALL FISH PRODUCTION IS LOW

Tuna season over; some trawl fish in; salmon run short

Late fall production in the Columbia River area was at low ebb as October closed.

Trawlers were out regularly and some deliveries were being made. Early in the month large deliveries of Dover sole were received but this pocket was apparently fished out in a short time. As the month closed rock cod deliveries were beginning to pick up. With the trawler fleet this year a little larger than the group of boats out last year at the same time, fair weather conditions will probably result in steady production from this source for some time yet.

Tuna Season Over

The 1945 albacore season in this area is definitely over with production scarcely up to 40 per cent of that of 1944. Weather during the first weeks of October was settled but the albacore were not. Late September catches were made several hundred miles south of the Columbia, while the larger catches in October were made to the north. Most units of the tuna fleet converted to dragging gear or left this area early in the month.

Treasure Island Does Well

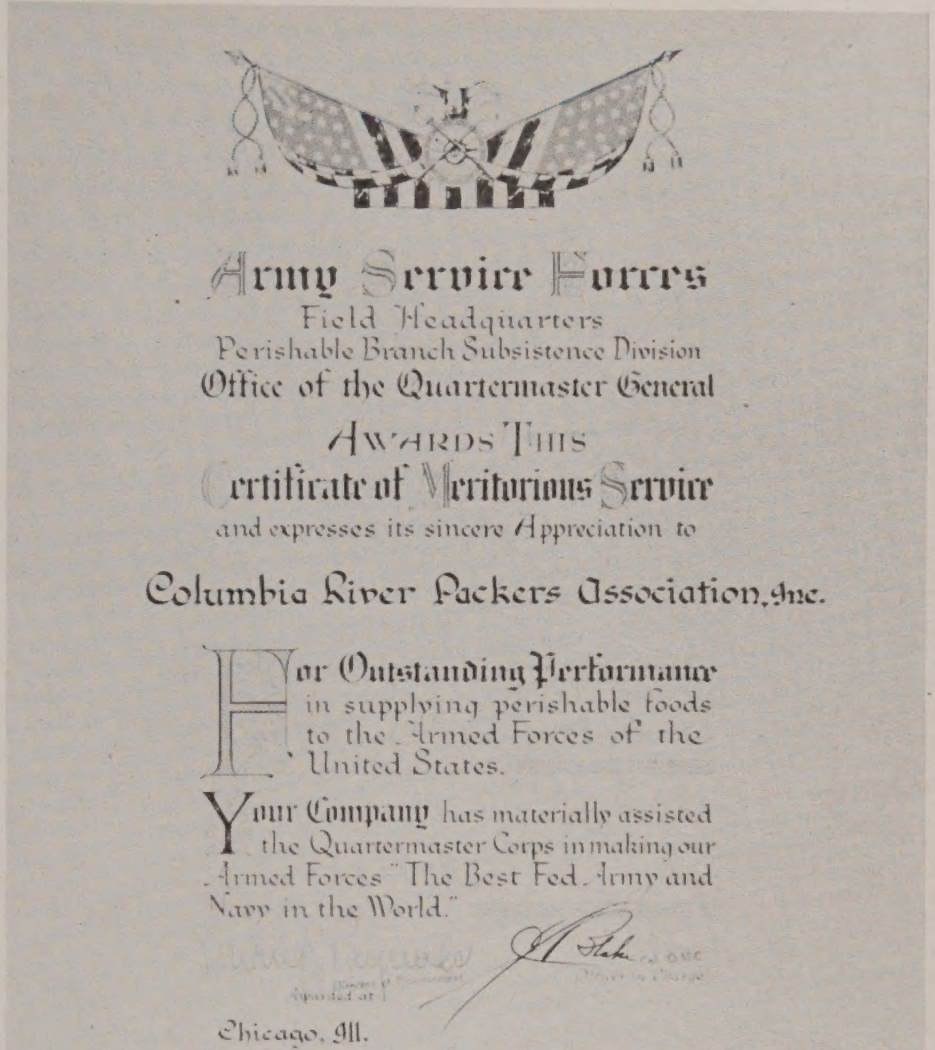
High CRPA tuna boat and probably high for the fleet was the San Pedro motor vessel Treasure Island. This craft delivered close to 100 tons for the season. Her skipper August Felando, seemed to have the knack of finding tuna when others could not, and of fishing in weather which drove other boats to port. CRPA's last albacore delivery came on October 16 when the Treasure Island came in with 10 tons.

Reports from the south indicated that albacore were being taken off the coast of California and that some boats from the Astoria fleet were delivering fish picked up on their run south.

Salmon Lull

Salmon production was running at about the usual October level on the basis of production for the last three years. Coast silver production coming from the coastal streams was fair with the Nehalem River showing a far better than average run.

Some Chinook and steelhead were being taken on the Columbia River and canning operations were on a twice a week basis. The expected run of chum salmon was still expected as the month end neared. Troll production was nominal. Small amounts of river and bay crab were being received, this production all going to the fresh market.


Army Service Forces
Field Headquarters
Perishable Branch Subsistence Division
Office of the Quartermaster General
Awards This
Certificate of Meritorious Service
and expresses its sincere Appreciation to
Columbia River Packers Association, Inc.
For Outstanding Performance
in supplying perishable foods
to the Armed Forces of the
United States.
Your Company has materially assisted
the Quartermaster Corps in making our
Armed Forces "The Best Fed Army and
Navy in the World."
Chicago, Ill.

CRPA WINS ARMY AWARD

Under date of October 8, 1945, CRPA was awarded the "Certificate of Meritorious Service," by the office of the U. S. Quartermaster General" for:

"Outstanding performance in supplying perishable foods to the armed forces of the United States."

The certificate further states:

Your company has materially assisted the Quartermaster Corps in making our armed forces "The Best Fed Army and Navy in the World."

In the letter accompanying the certificate the following statement is made: "Columbia River Packers Association, Inc., is one of those who has been exceptional in their contribution to the success of the Armed Forces feeding program of this war. In times of acarcity of product, materials, and labor you have always readily assumed more than your share of the responsibility of supplying men in uniform with fine quality food."

CRPA has also been informed that during the months of April, May, June, and July of 1945 it provided the armed forces with *more perishable water food products than any other company in the United States.*

CRPA announces new policy of payment for offshore fish

CRPA station managers, buyers, and other company officials met in Astoria on October 9 to consider a new policy in regard to the financial relations of the company with offshore fishermen.

In order to facilitate payments to boat operators it was announced that offshore fish deliveries would be paid for on receipt at stations or canneries, instead of crediting the amounts due the fishermen and making settlements at a later date. Many of the fishermen, particularly those who deliver at a number of stations, had expressed a desire for a method of payment that would obviate the delays necessary when all their transactions had to be correlated in the company main office and "settlements" made from time to time. The former policy was the outgrowth of the traditional Columbia River policy of settlements at the end of the season. While this was satisfactory to gillnet fishermen who live in the immediate vicinity of their operations it was not proving successful in the case of the offshore operators who move from port to port.

Cash for Supplies

As a corollary to the cash payment policy the fishermen, in return, will use the money received to pay in cash for supplies received through the company, and for services performed at the company boatyards, machine shops, etc.

With the money for his catch available at once the boat captains can make quick settlements with their crews and will know definitely the amount of funds available to them for purchases or expenditures and will be able to definitely gauge the relation of their disbursements to their income.

Company agents and buyers will be relieved of much bookkeeping work and will be enabled to devote their energies toward the development of further production sources. Arrangements will be made for the amortization of such debit accounts as may be due CRPA from fishermen under the former policy.

Wootton-Burke Star

Details of the plan were discussed with station managers and buyers by Floyd Wright, company treasurer and production manager. In the evening the group was entertained at a dinner at Amato's Supper Club with Jim Burke and Bill Wootton starring in the floor show.

Those present at the dinner were: James Burke, Jr., Tate Cloe, J. H. Cellars, Lee Cannessa, Jim Doran, W. E. Dickerson, Michael Gudman, John Gizdavich, Jay Hendrickson, Frank Hoagland, Alfred Hansen, Ralph Hendrickson, Hartman Johnson, Melvin Jensen, Warner Leonardo, J. H. L'Amie, Alfred L'Amie, William Loomis, Gene Matthews, Arthur Niemi, Bill Laakso, E. H. Nelson, Johann Peterson, J. C. Pepper, George Radich, Carl Rozine, Wayne Suomela, F. L. Wright, and William Wootton.

FOREWOMEN

Anna Eckhardt and Julia Nillson—CRPA Tuna Cannery.

Memoriam

George Herring, CRPA fish buyer, October 4, at Warrenton, Oregon. Widely known in Columbia River fishing circles on both sides of river. Died suddenly in sleep on board Warrenton scow.

Casper Stangland, CRPA Shipyard electrician on October 13, at Astoria, Oregon. Stangland who had been employed at local yard for over two years succumbed from injuries sustained when struck by automobile at street intersection near Astoria post office.

Industry contract with labor signed October 3

The Columbia River fishing industry signed a labor contract on October 3 for the 1945 season, with contract provisions retroactive to August 1. The principal feature was the inclusion of work standards for fish butchering, can filling, etc., similar to the provisions included in previous contracts as to filleting.

Wage scales went up, on an average from 5 to 10 cents per hour. For the first time a vacation with pay provision was included, and also a general provision that hourly pay would be based strictly on the classification of work performed.

John North Passes

As the *Bumble Bee* went to press word was received of the sudden death, from heart failure, of John North, for many years manager of CRPA's Scandinavian Station. Mr. North died suddenly while hunting ducks on the Columbia River.

FOREWOMEN

Ellen Hanson and Amanda Prepula—CRPA Cold Storage Plant.

CRPA CANNERY CAFETERIA

COLD STORAGE HEAD LEAVES CRPA

"Tony" Cannessa is succeeded by son Lee Cannessa

With the well wishes of management and employees throughout the entire organization Anthony "Tony" Cannessa, for 16 years in charge of the company's Cold Storage operations, left CRPA service on October 1, to start his own business venture. He will be succeeded by his son Lee Cannessa, who has worked with his father for many years and who for the last four years has been assistant plant superintendent.

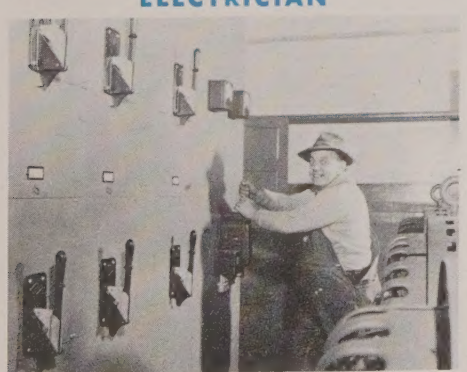
Tony Cannessa has purchased the Sanitary Fish Market on Bond Street, near Eleventh, and is now operating this modern mart. Prior to his connection with CRPA he was 19 years with the Sanborn-Cutting Co. here, and prior to that time spent seven years as a buyer of mild cured and frozen fish for the Wiese Packing Co.

CRPA regrets his departure and wishes him well in his new venture. There are few if any men in the business who know as much about the handling of fresh and frozen fish and seafood products. His years of CRPA service were featured by conscientious attention to duty and an unflagging interest in the many details of his responsible position.

"I want to express my appreciation of the co-operation extended to me by the company management and my fellow employees," Cannessa told the *Bumble Bee*. "I shall always have pleasant memories of my association with CRPA."

William Palmberg, for many years with CRPA's Alaska department, and later assistant to the sales manager, will take over the duties of assistant superintendent at the Cold Storage plant.

ELECTRICIAN



Wayne Osterlund, CRPA electrician, pulls main switch in new compressor room at CRPA Cold Storage.

WEIGHING SILVER SALMON

Dressed troll caught, silverside salmon being weighed in at CRPA Cold Storage. (Left to right) John Olson, plant foreman; Lee Cannessa, assistant superintendent; Tony Cannessa, superintendent. Since the picture was taken Lee Cannessa has succeeded his father, who has entered business for himself, as plant superintendent.

CRPA PURCHASING DEPARTMENT OFFICE

(Left to right) Buena Traglio, Sven Lund, Dorothy O'Brien, and Elwyn Tennant.

VETERAN SUPERINTENDENT

Johann Peterson

Seven years as a Columbia River gillnetter, then 46 years as superintendent, of CRPA's Scandinavian Boatyard, is the mark attained by Johann Peterson, one of the company's oldest in length of service employees. Peterson planned and took over the yard when it was first started and during his time there has built many fishing craft and repaired hundreds of fish boats and cannery tenders.

CRPA trophy hounds bring back bacon

CRPA representatives at the 34th annual convention of the Association of Pacific Fisheries, held this year on October 9 to 11, at Spokane, Wn., more than sustained the company's reputation for stellar divot digging.

President E. W. Thompson came away with a $50 merchandise order for lasting out the field on the tough Indian Canyon course.

Vice President Thomas Sandoz, won a Mossberg 22 caliber rifle with special sights, for low gross on the Spokane Country Club course.

Sales Manager Fred Sandoz won the Cress P. Hales, perpetual Memorial Cup, for low net score at the Country Club course. This cup was won by Tom Sandoz in 1940 and Edward Thompson in 1941.

As only six major prizes were offered the sharp CRPA club swingers did more than their share.

BOWLING NEWS

CRPA's feminine bowlers are doing well in competition. Up to October 15 they had played nine games and won seven and were going to the post again the 19th, with hope of winning some more. Members of the team are Hannah Eckhardt, captain, Ellen Sieverson, Ellen Larson, Dorothy Hardy, and Lydia Joki. Team pictures will appear as soon as the new uniforms arrive.

Alaska venture held hardships for old timers

(EDITOR'S NOTE: *Trips to CRPA's Alaska fishing sites in Bristol Bay were not always a restful interlude to the fishery operations themselves. The following story on CRPA's Nushagak expedition in 1918 is taken from the diary of veteran Alaska Superintendent Tom Wootton. The bark St. Nicholas which carried the main expedition left Astoria on April 16 and Superintendent Wootton followed in the motor vessel Patsy the following day. The Patsy arrived in Ketchican the 18th and had to be beached and her hull scraped. She did not get away until April 26, and arrived in Chignik about April 30 in a blinding snowstorm. We will continue with excerpts from the diary.*)

May 1: Left Chignik at 6 A.M. in clear weather which eventually turned in to a blizzard forcing us to seek shelter in Fox Bay.

May 4: Left Fox Bay in fine weather. Passed Scotch Cap Light on May 5 early and entered Bering Sea.

May 6: Saw several vessels and spoke to the P.A.F. steamer Akutan. Received mail and papers. At 12:45 P.M. we encountered floating ice and anchored off Port Moller while the Akutan proceeded.

May 7: Left our anchorage at 10:00 A.M. but were compelled to anchor again early in the afternoon. Sighted the Akutan fast in the ice. The water in Bristol Bay is blocked with ice from Port Moller to Cape Newham, a distance of 500 miles and Nushagak River is closed off.

May 10: Making slow progress. Spending most of the time at anchor. The Akutan and the North Star seem to be fast in the ice. At 9:15 A.M. the ice moved in and forced us almost to the beach.

May 12: Still in ice so put out anchor on ice floes and filled our tanks from little pools on the ice.

May 13: Cruised around all day but could not find an opening in the ice. The Akutan tried to force her way through but was forced to come back. Heard from the St. Nicholas on small receiving set our engineer had built.

May 14: Reached mouth of Naknek River and anchored with Akutan.

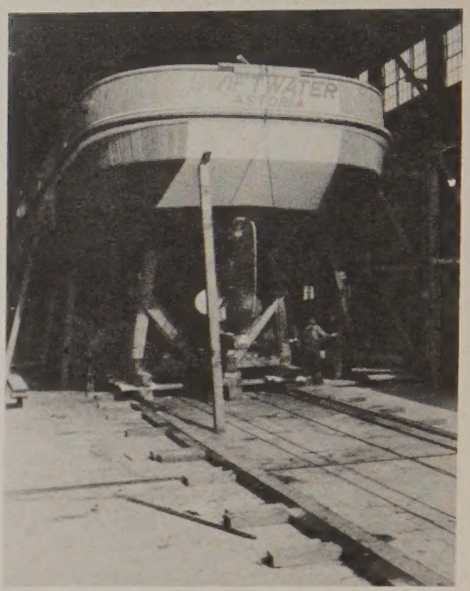
May 15: Were joined at anchorage by steamships Nushagak and Watson.

May 16: Left at 9:40 A.M. but forced back. The bark Flint was reported on the Ugaguk beach. The St. Nicholas reported her rudder broken.

May 17: Reported that A.P.A. ship Star of Chile and ship Continental very close to beach.

May 18: St. Nicholas reported leaking. We left anchorage but were soon fast in the ice. Spent following day drifting in the ice with Akutan.

READY TO GO



CRPA's New dragger, Swiftwater, on the ways at CRPA ship immediately before launching.

May 20: Drifted with ice. Libby's ship Coburn reported on beach and the A.P.A. ship Tacoma, a former Spanish war transport, reported sunk. St. Nicholas was within ten miles of the Tacoma but lost sight of her.

May 21: Drifted with ice as tide willed. A.P.A. ship Star of France reported on beach. St. Nicholas reported 35 men had arrived from the Tacoma, walking ten miles over the ice.

May 22: Wind in southeast. St. Nicholas drifting away from beach. Her water supply low. She now has 65 men from Tacoma on board.

(*Continued next issue*)

LAUNCHING RITE

Grace Horne, daughter of owner Ralph Horne, and her father preparing to launch new 76 foot dragger Kiska.

New drag boats are launched at CRPA shipyard

DRAG BOATS LAUNCHED

October was a big month for the CRPA shipyard. The two big 76 foot combination drag and tuna boats, the Swiftwater and the Kiska, slid into the water early in the month and are being rapidly readied for fishing operations.

The two boats are similar in line and general design and are the result of considerable study of performance of units of the fleet operating off Astoria. Both boats have slightly more beam than the type of craft generally in use in this area. They are very staunchly built and are framed with Port Orford cedar, with the interiors finished in red cedar with mahogany trim. They have regular fuel capacity of 5,100 gallons of oil and in addition, by using their brine tanks, can carry an additional 4,000 gallons, giving them a cruising range in excess of six thousand miles.

The "Kiska"

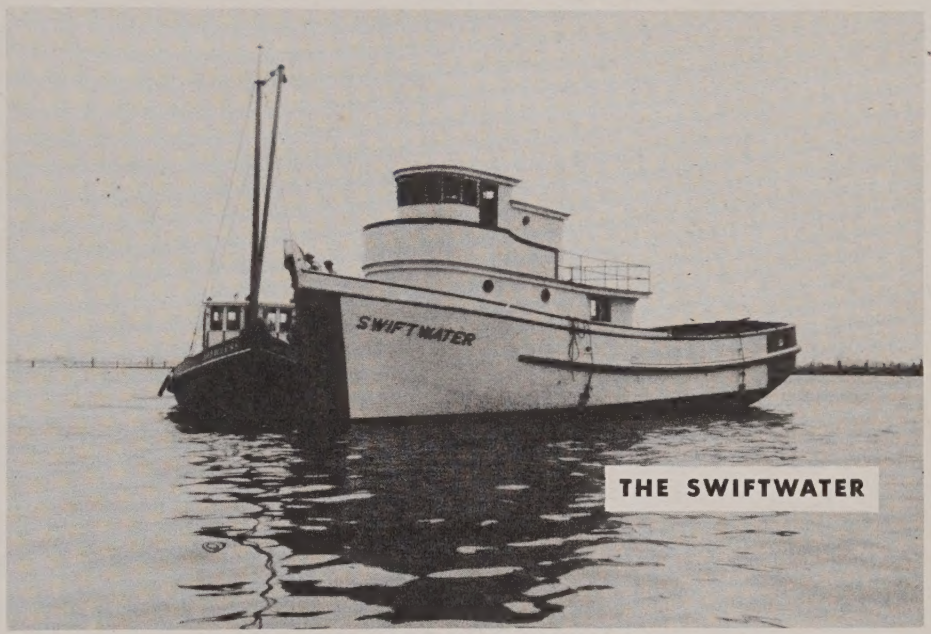
The Kiska, 76 feet long, has a molded beam of 22 feet and a molded depth of 10 feet 1 inch. It is powered with a 240 horsepower Fairbanks Morse diesel engine. Auxiliary power is furnished by two 40 horsepower Caterpillar diesels operating a 20 kilowatt generator. The Kiska will displace about 130 tons and has capacity for about 100 tons of fish. It is fully refrigerated. There are ample accommodations for a crew of eight.

The Kiska was built for Ralph Horne, well-known Astoria fisherman, and was launched at a ceremony presided over by Mr. Horne's daughter, Grace, who crashed a champagne bottle on the vessel's bow as it slid into the waters of Youngs Bay.

Work was started immediately on the erection and installation of masts, booms and drag doors and it is believed that the Kiska will be ready for operation within a month, when it is expected to join the drag boat fleet operating off the Columbia River.

The "Swiftwater"

The Swiftwater, built by CRPA for use in its Alaska operations on Bristol Bay and also for drag and tuna fishing off the Columbia following the Alaska season, has exactly the same lines, dimensions and displacement as the Kiska. It is powered by a 250 horsepower Atlas diesel and has a 40 horsepower diesel auxiliary. It does not have refrigeration equipment but has brine tanks installed and can be readily equipped with refrigeration when desired. It can carry about 100 tons of iced fish and has accommodations for a crew of 14. As soon as it is equipped, it will probably join the local drag boat fleet, but will leave early next spring for Bristol Bay carrying an advance party of carpenters and mechanics and towing barges for use in CRPA operations there.



THE SWIFTWATER

THE KISKA

Market Letter

Silverside steaks are popular item. Supply is small

During the past several years we have made a practice of freezing our entire production of silverside salmon. This salmon is sliced, glazed and layer-packed in suitable shipping containers. The glazing process is a definite protection to the product. Dehydration is minimized, and the arrival of shipments in first class condition is assured. The process also insures the retention of the full flavor of this fine salmon in each slice.

Silverside salmon steaks have proven very popular in all markets where they have been introduced. They are very bright in color, rich in flavor, and the size of the slices make an ideal serving. Production of this item to date has been slightly less than during the 1944 season and our problem has been to supply even a small portion of the existing demand for this quality product.

Northwest canned fish production loss is indicated

The total Alaska canned salmon pack was 4,298,461 cases, the shortest pack in 18 years and 1,660,925 cases short of the average for the previous ten years and 579,305 cases short of the 1944 pack.

The Puget Sound canned salmon pack for 1945 as of September 22, was 240,210 cases, only 17,903 cases short of the previous ten year average and far above the negligible pack of 38,960 cases in 1944. A huge pink run built up the 1945 production.

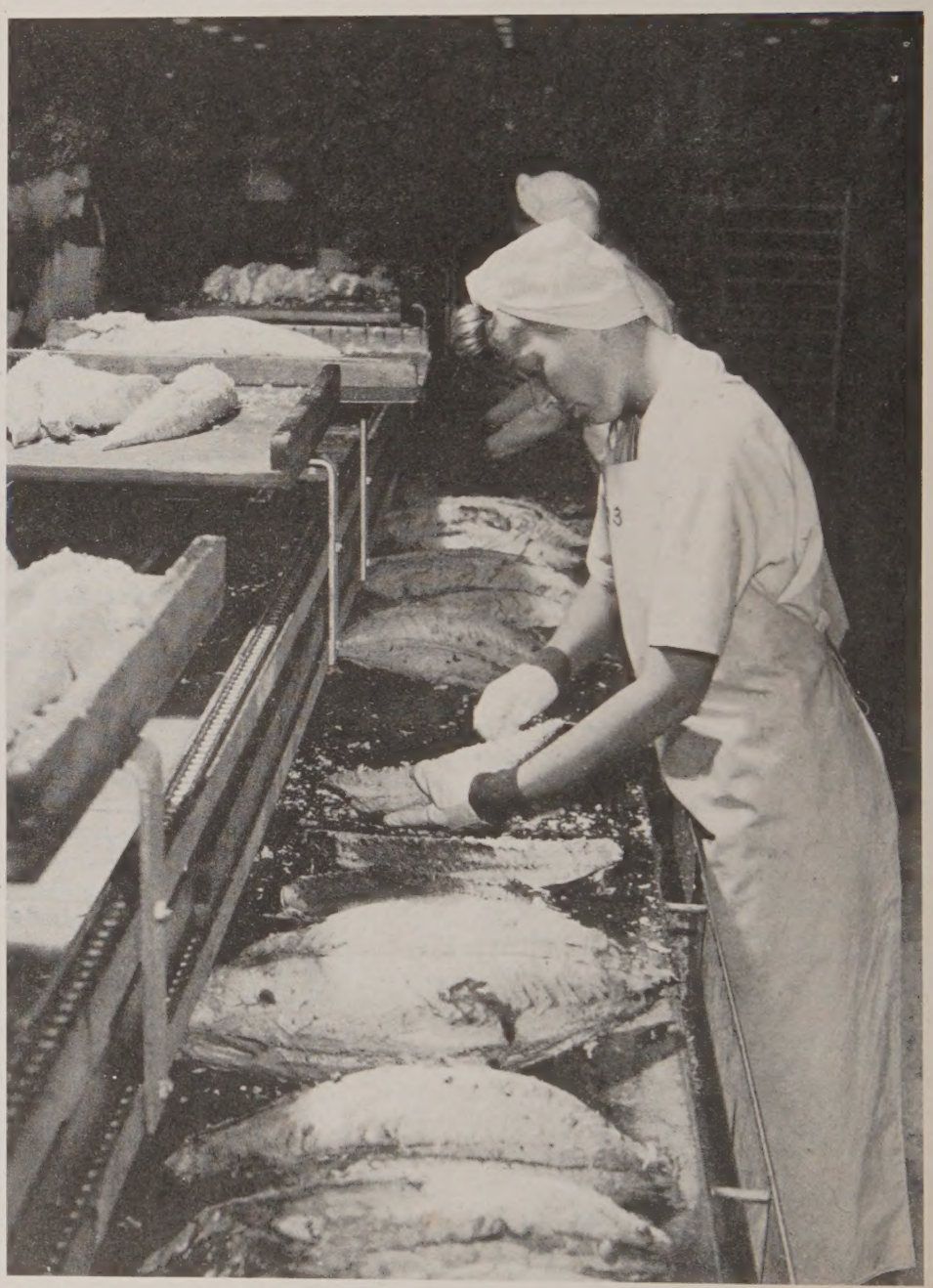
The Columbia River salmon pack for 1945 is estimated at 175,000 some 21,762 cases short of the 1944 pack. Columbia River has had three short packs in a row, all far below the previous ten year average of 376,102 cases. Losses to salmon runs caused by dams built in the Columbia basin for hydro-electric and reclamation purposes are ascribed as the principal factors in the production drop.

The Northwest Pacific albacore tuna pack is estimated at 8,981 tons as compared with 17,060 tons in 1944. Continued bad weather conditions throughout the production season cut operations of the fishing fleet to a minimum.

VISITOR

John Richardson, Pacific Coast manager for the Linen Thread Co., called at CRPA offices during a recent trip north.

CLEANING ALBACORE TUNA



On the cleaning table in the foreground are the cooked and skinned tuna. The white gloved, white uniformed, cleaner has separated one of the white meat "loins" and is carefully removing small particles of skin. On the tray above her are several of the cleaned loins. They will move to a guillotine which will cut them the right depth to fill the can. After being packed and inspected the cans are closed and the tuna given a final cooking to ready it for your table. Over a hundred women tuna cleaners and skinners are employed daily at CRPA's tuna cannery during the canning season.